

NOTICES TO CONSIGNEES.

MOGUL LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP *ATL*.
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Honorable and Eminent Warehouse and General Co., at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Instant, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLELL & Co., Agents.

Hongkong, June 11, 1898. 1145
STEAMSHIP *CALEDONIAN*.
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London, ex S.S. *Admiral* and *Guinevere*, from Havre, ex S.S. *Chivalerie*, and from Bordeaux, ex S.S. *Ville de Caen* and *Franchise*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk into the Godowns of the Honorable and Eminent Warehouse and General Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 15th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after Tuesday, the 15th Instant, will be subject to rent and landing charges.

All Claims must be left in to me on or before Tuesday, the 15th Instant, or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 15th Instant, at 3 p.m.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, June 7, 1898. 1128
FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Santa*, Captain J. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Any Cargo impeding her discharge will be loaded into the Godowns of the Honorable and Eminent Warehouse and General Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Instant, at 3 p.m.

No Fire Insurance has been effected. SIEMSEN & Co., Agents.

Hongkong, June 7, 1898. 1119
NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMSHIP *VERONA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Honorable and Eminent Warehouse and General Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, ex S.S. *Peninsular*. From Australia, ex S.S. *Oceanic*. From Persian Gulf, ex S.S. *Simla*.

Optional Goods will be landed here unless intimation is given to the contrary before 4 p.m., To-day.

Goods not cleared by the 15th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, June 10, 1898. 1142

Relieves the scaling pain at once and

SANTAL MIDY CURES all discharges from the genito-urinary organs in either sex in 48 hours.

Santal-Midy is a specific for Cystitis, Catarrh, Gleet, Gonorrhea, and all other diseases of the urinary tract, and causes no inconvenience.

Beware of imitations. Santal-Midy is the only one that cures.

S. M. WILKINSON, MANUFACTURER.

Relieves the scaling pain at once and

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Beware of imitations. Santal-Midy is the only one that cures.

S. M. WILKINSON, MANUFACTURER.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & TAMSUI.

The Co's Steamship *Fernox*, Captain Douglas, will be despatched on the above Ports on TUESDAY, the 14th Instant, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, June 11, 1898. 1151

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS.)

The Steamship *Land Rover*, Captain Koor, will be despatched on the above Ports on WEDNESDAY, the 15th Instant, at 10 a.m.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 10, 1898. 1032

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, TRIESTE, and other ports.

The Co's Steamship *Marquis de Baux*, Captain W. Walch, will be despatched on the above Ports on THURSDAY, the 17th Instant, at 10 a.m.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, June 9, 1898. 1134

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers.)

The Steamship *Antwerp*, Captain Koor, will be despatched on the above Ports on THURSDAY, the 17th Instant, at 10 a.m.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, June 9, 1898. 1134

HAMBURG-AMERICA LINE. (East Asiatic Service).

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL AND SOUTH AMERICAN PORTS.)

The Co's Steamship *Adria*, Captain Reuter, will be despatched on the above Ports on or about the 15th Instant.

To be followed by the S.S. *Armenia*, Captain Meyer, sailing about the 20th June.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, June 11, 1898. 1020

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *St. Ninian*, will be despatched on the above Ports on or about the 1st July.

To be followed by—S.S. *Craigmore*, on or about 29th July.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 11, 1898. 1144

Sailing Vessels.

FOR SAN FRANCISCO.

100 A.T. British Ship *Imperial*, LEVER, Master, shortly expected, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, March 19, 1898. 583

FOR NEW YORK.

The 100 A.T. British Bark *Martha Woodcock*, RUSSIA, Master, is loading for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, June 1, 1898. 1003

Shipping.

Steamers.

NAVIGAZIONE GENERALE ITALIANA. (Lombard & Lombard United Companies).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LECORNO and GENOVA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN and SOUTH AMERICAN Ports up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

The Steamship *Capitane Reuter*, will be despatched on the above Ports on TUESDAY, the 14th Instant, at Noon.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, June 9, 1898. 1133

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA AND KOBE.

The Co's Steamship *Vindobona*, Captain C. BELLEN, will be despatched on the above Ports on TUESDAY, the 14th Instant, at 10 a.m.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, June 7, 1898. 1124

FOR KOBE (DIRECT).

The Steamship *Claschitz*, Captain WOLFF, will be despatched on the above Ports on WEDNESDAY, the 15th Instant, at 6 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 11, 1898. 1141

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co's Steamship *Taiwan*, Captain NELSON, will be despatched on the above Ports on WEDNESDAY, the 15th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber, carrying the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Yacht is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA available for Return by Steamers of the Eastern and Australian S.S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 9, 1898. 1137

'BEN' LINE OF STEAMERS.

FOR LONDON VIA SINGAPORE.

The Steamship *Bankers*, will be despatched on the above Ports on or about the 22nd Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 8, 1898. 1113

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Adria*, will be despatched on the above Ports on or about the 25th June.

S.S. *Pethen*, to sail about 15th July.

S.S. *Mazur*, to sail about 15th July.

S.S. *Sikh*, to sail about 18th August.

For Freight or Passage, apply to DODWELL, CARLELL & Co., Agents.

Hongkong, June 11, 1898. 1061

'OLEN' LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship *Gladys* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Honorable and Eminent Warehouse and General Co., Limited, at Kowloon, whence delivery may be obtained.

All Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo remaining undelivered after the 17th June will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damaged cargo or shortages not later than the 25th June, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, June 10, 1898. 1140

NO RECEIPT FOR MONEY DUE TO THE OFFICE IS AUTHENTIC unless signed by Geo. MURRAY BAIN or THOS. E. BAIN.

CHINA MAIL OFFICE, Hongkong, April 18, 1898.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, ALEXANDRIA, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 18th June, at Noon, the Company's Steamship *YARRA*, Captain LE CORSEILLIER, with MAILS, PASSENGERS, FREIGHT, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Austral*, which vessel takes on her Passengers and Mails, leaving that Port on the 30th June, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Spots will be received for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Spots and Parcels until 3 p.m. on the 17th June. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, June 4, 1898. 1102

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Sachsen..... Wednesday June 22.

Bayern..... Wednesday July 20.

Prinz Heinrich..... Wednesday August 17.

Donau..... Wednesday Sept. 14.

Preussen..... Wednesday October 12.

Sachsen..... Wednesday November 9.

Bayern..... Wednesday December 7.

Prinz Heinrich..... Wednesday Jan. 4, 1899.

ON WEDNESDAY, the 22nd day of June, 1898, at 9 a.m., the Company's S.S. *Sachsen*, Captain H. SIEGEL, with MAILS, PASSENGERS, FREIGHT, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 20th June, and will be received on Tuesday, the 21st June, until Noon, on Tuesday, the 22nd June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and a Doctor and a Stewardess.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, May 26, 1898. 1048

NOW READY.

VOL. XXIII.—No. 1.

'CHINA REVIEW' CONTAINS

Tao-tai Hlog. The Kalmucks. A New History of China.

The Power of Love. On the Phenomena of Chinese Korean Geography.

Notes on Galleries System. A Strange Chinese Coin. Unknown Cash.

Miscellaneous Notes. The New Year in Tibet Again. The Chinese Recorder.

A Chinese Monument at Wuhu. Grammatical Anecdotes.

血 管 筋 炎 癆 Collection. Bibliographies. Books Wanted. Exchanges, &c. To Contributors.

Not Responsible for Debts.

Neither the Company, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

SAKI or MINE; American ship, Capt. H. O. Curtis, Standard Oil Co.

TAN O'SHEA; American ship, Captain J. E. Ballou, Standard Oil Co.

Mails.

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, S'hai, N'hai, Kobe, Yokohama and Honolulu) Thursday, June 16, at noon.

Doric (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, July 6, at noon.

Belgo (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, July 26, at noon.

MAIL Co's Steamship *Gaelic* will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

AGENTS FOR THE CHINA MAIL.

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SINGAPORE, STRAITS, &c.—J. B. LAFITTE, 11 & 12, Old Bailey, E.C. 4.
CHINA—J. B. LAFITTE, 11 & 12, Old Bailey, E.C. 4.
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AMERICA—J. B. LAFITTE, 11 & 12, Old Bailey, E.C. 4.

Intimations.

UP THE YANGTSE.
 BY
 E. H. PARKER,
 with
 SKETCH MAPS.
 PRICE, \$1.50.

CONTENTS:
 The Yangtze Gorges and Rapids in Hupeh.
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 through the Gorges of the Great River.
 Special Observations.
 A Journey in North Szechuan.
 Nanch'uan and the Kung'an River.
 Up the Kiang River.
 The Great Salt Walls.
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 The Wilds of Hupeh.
 The Upper Yangtze.
 Orders for Copies will be received by
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 Messrs. KELLY & WALSH, Limited.

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WASHINGTON BOOKS.
 (In English and Chinese.)
 WASHINGTON'S BOOKS, for the use
 of Ladies and Gentlemen, can now
 be had at this Office. Price, \$1 each.
 China Mail Office.

Intimations.

THE CHINESE MAIL

報日字華
 (Wah Yat Po)

THIS paper is now issued every day.
 The subscription is fixed at Five
 Dollars per annum delivered in Hong-
 kong, or Eleven Dollars forty Cents in-
 cluding postage to Coast ports.
 It is the first Chinese Newspaper ever
 issued under purely native direction.
 The chief support of the paper is of course
 derived from the native community,
 amongst whom also are to be found the
 educated and scientific community.
 The projectors, basing their estimate
 upon the most reliable information from
 the various parts of China and Japan,
 from Australia, California, Singapore, Pen-
 ang, Saigon, and other places frequented by
 the Chinese, consider themselves justified
 in guaranteeing a large and ever-increasing
 circulation. The advantages offered to ad-
 vertisers are therefore unusually great, and
 the foreign community generally will find
 it to their interest to avail themselves of
 them.
 The field open to a paper of this descrip-
 tion—conducted by native efforts, but
 progressive and and-obedient in tone—
 is almost limitless. It is on the one hand
 a medium of communication between the
 Chinese and the other it deserves every aid
 that can be given to it by foreigners.
 Like English journals it contains Editorials,
 with Local, Shipping, and Commercial
 News and Advertisements.
 Subscriptions orders for the above may be
 sent to
 GEO. MURRAY BAIN,
 (China Mail Office).

NOW ON SALE

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TO THE
CHINA REVIEW

VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.
 2.—ARTICLES.
 3.—REVIEWS OF BOOKS.
 4.—LIST OF ARTICLES REVIEWED.

PRICE, 50 CENTS.

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 Messrs. KELLY & WALSH, Messrs. LANE,
 CRAWFORD & Co., Hongkong; and Messrs.
 KELLY & WALSH, Shanghai.

Intimations.

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 LAMU CASE OF

REGINA F. PITMAN,

containing the whole of the Proceedings in
 the Police Court, full report of the trial in
 Criminal Sessions, with connected Corre-
 spondence and comments of the Press.

To which is now added a Report of the
 Case of

PITMAN v. KESWICK

AND OTHERS.

Price per Copy, 50 CENTS.

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HISTORY OF THE CHURCHES OF
 INDIA, BURMA, SIAM, THE MALAY
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 REA AND JAPAN.

Entrusted to the SOCIETY OF THE
 MISSIONARY BROTHERS.

(Translated by EDWARD HARPER PARKER,
 and Reprinted from "THE CHINA REVIEW.")

PRICE ONE DOLLAR.

ON SALE AT KELLY & WALSH, Ltd.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
 Reprinted from "The China Mail,"
 WITH AN APPENDIX.

THIS PAMPHLET is now Ready,
 and may be had at the
 OFFICE OF THIS PAPER,
 Messrs. LANE, CRAWFORD & Co.'s,
 Messrs. KELLY & WALSH,
 and Mr. W. BARNES.

Price, 50 CENTS.

SOME OF THE USES OF OLD

MAINS.

British enterprise glories the globe.

British brain dominates the world. Both

of these are indispensable to our progress.

British beef, which depends for its good-

ness on the rich clover fields which are

fertilized by the humble bee, but the

humble bee has a relentless enemy in the

mouse, and would probably soon be

extinct, but that numerous old maids in

the kingdom nourish each which in their

turn prey upon the mice, and preserve

the balance of the Kingdom in Equilibrium.

What would become of Punch, and other

comic papers, if the old maid, as a con-

venient peg on which to hang a joke, sud-

denly became extinct? The world has

laughed at old maids and mother-in-laws

and thought it would easily meet either of these

species, came to an abrupt end. Nature

means mainly, in pursuit of her ends, by

means of pairs, although there are instances

of units among the very low organisms,

and among human beings at the apex of

civilization. Woman, standing alone, has

become a person to be reckoned with, and

the object of this paper is to inquire about

her particular use in the social economy.

We all know and love the maiden aunt,

and usefulness is so obvious that it is un-

necessary to dwell upon it. In the East

where woman is slave, every woman has

a chance of being absorbed into the harm

of one or other of the lords of crea-

tion. There the natural place of woman,

as the helpmeet and equal of man, is lost.

It is an inhuman lot of nature that

where an organism begins to live upon an-

other it quickly descends in the scale of

being. The destruction of characteristic

individuality, and the extinction of per-

sonality, are natural results of that form

of association, wherever it occurs, becom-

ing an organism another for all the condi-

tions of life. It is as true of a woman in a

harem as of a barnacle adhering to the side

of a ship, that degradation wholesale and

complete is the penalty the parasite has to

pay for its free board and lodging. The

development of human society

seems to be impossible under conditions

which mean practical parasitism for the

mothers of the race.

It has been too much the case in the past,

even where the wife was freed from a con-

dition of servitude to that of mistress of the

house, that the mastery of the husband,

and the obedience of the wife, led to the

personality being absorbed, so that the

position of wifehood meant a gradual ab-

sorption of all individuality, and the nega-

tion of independent action. Even at the

beginning of this century the chief end of

an English lady's education was the know-

ledge of those things which would make her

acceptable to the sterner sex, and science,

as especially likely to repel intending suit-

ors, was rigorously tabooed.

In the England of to-day, with the

problems of living ever so much more com-

plex than in primitive states, a vast and in-

creasing number of women lead, for various

reasons, a single life, exerting a growing

influence on the life of the nation. Able as

they are to take an independent stand, and

develop their individuality along progressive

lines, they form a barrier against the de-

gradation of woman, so that the old maid

stands, among other things, for the asser-

tion of a distinct personality, and is of

incalculable use in the higher development

of the human organism.

The presence in the body social of an in-

creasing number of single women, with

time to study, in their freedom from house-

work, and to develop along the line

of their individual adaptation, has un-

questionably become an independent stand,

and has become a less and less willing to be

only the mother of a man's children, or the

GENIUS AND SOAP.

There was a sign nailed to the door of

the business office which attracted general

attention, and yet at a casual glance there

did not appear to be anything remarkable

about it, simply said:

"WANTED. A good business post-
 good salary to the right party."

"The sign is all right," explained the

manager. "We want just what it says—a

good business post—none of your geniuses,
 but a fellow with grit and get-up-and-go."

"And what do you want with him?" he

was asked.

"A good deal," replied the manager.

"We're manufacturing a new brand of soap

and to compete with others we've got to

have poetical advertisements that will catch

the public ear. The last poet we had was a

dreamer, and wrote ones to our soap which

were too classic to be popular. What we

really need are brisk, breezy, catchy couplets

like this:

There's life and hope
 In Johnson's soap.

Just give it one, etc.

"We've had seventy applications for the

place this morning, but the right man has

not arrived yet. We'll get him, however,
 before the day's over."—*Constitution.*

MR. BIBBY OF RAUB.

The popular and energetic manager of

the Raub Gold Mining Co. returned from

Europe by the N. Y. K. steamer *Kumakura*

from the fifth night, looking much the

better for his trip home. Mr. Bibby went

home in July last, being then in a pretty

bad way. Most of the way home his

state was critical, just touch and go, but

at Aden he began to pick up, although

General was the first port at which he

was able to disembark. Mr. Bibby's time at

home was mostly spent in London, a visit

to the country being generally followed

by a relapse and rheumatism. However, as

the great scheme for the electric installa-

tion to be got into train and material, Mr.

Bibby found plenty to do. The data

collected were found to be all that was

wanted, and the installation will probably

be one of the most complete that has ever

been had down. Mr. Bibby, the engineer

of Messrs. Johnston, Phillips & Co., of

London, the contract has come out with

Mr. Bibby in the *Kumakura* and will go up

to the Mine to superintend the whole of

the operations in connection with the

installation, which will be almost exactly on

the lines thought out by Mr. Bibby before

he went home. Mr. Bibby is a man of

experience in electric installations. He

put in that of the Sheba Mine in South

Africa, which is working 120 head of

stampers. The Raub installation, will, he

considers, be even more complete than that

at the Sheba Mine, and that the future

prospects of electric power at Raub are of the

most promising.

Mr. Bibby had, of course, been kept

aware of the progress of work at the Mine,

and asked as to what he thought of the

development that had taken place since he

was at home, said, that the work had gone

on just on the lines he had intended, and

the results were much the same as he

anticipated. Before he left he gave in-

structions to go on with work in the Raub

Hole, and the operations had been success-

ful beyond his most sanguine expectations.

As regarded what had been done in pre-

paring for the electric installation, Mr.

Bibby was equally confident that it would

be found what was wanted. The prepara-

tions were well under way, while as for

the electric machinery and material, the

line and some of the other plant was al-

ready on the way out. Work on the

dynamos and other machinery was well

under way, and was expected to be finished

in about two months, when this machinery

would be sent out and up to the mine.

Still with even the most favourable cir-

cumstances it would be at least twelve months

before the installation could be got into

working order.

Mr. Bibby expressed his intention, at

present, of going up to the mines in a week

or so, when Mr. Bibby would accompany

him. Although very much better, we are

sorry to hear that, so far from being strong,

his medical adviser only permits him to

eat with some reluctance, and Mr.

Bibby will have to be very careful of him-

self.—*Singapore Free Press.*

TELEVISION and Cable Phones are invaluable

and very strong.—*Robinson Piano Co.*

CHINA COAST METEOROLOGICAL

